



Kristy D. Clark
General Attorney

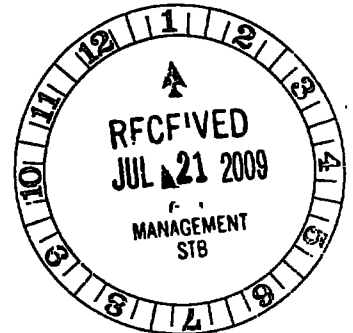
BNSF Railway Company
PO Box 961039
Fort Worth, TX 76161
2500 Lou Menk Drive - AOB-3
Fort Worth, TX 76131-2828
817-352-3394
817-352-2397 fax

Kristy.Clark@BNSF.com

225400

July 17, 2009

Ms. Victoria Rutson
Chief, Section of Environmental Analysis
Surface Transportation Board
395 E Street S.W.
Washington, DC 20423-0001



**Re: STB Docket No. AB-6 (Sub-No. 468X)
BNSF Railway Company Abandonment Exemption in Kootenai, Idaho**

Dear Ms. Rutson:

Enclosed for filing in STB Docket No. AB-6 (Sub-No. 468) are the original and ten copies of BNSF Railway Company's Environmental and Historic Reports and Certificate of Service prepared pursuant to 49 CFR§1105.7 and §1105.8.

BNSF anticipates filing a Petition for Exemption seeking authority to abandon or discontinue service of the 6.24-mile rail line on or after August 7, 2009.

Sincerely,


Kristy D. Clark
General Attorney

Enclosures: As stated

KDC/so

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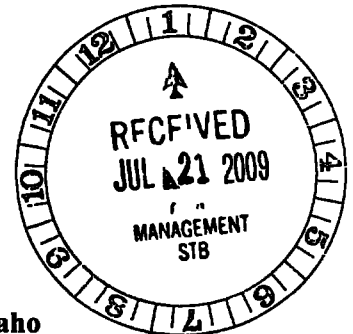
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July 17, 2009

Susan Pengilly
Compliance Coordinator and Deputy State Historic Preservation Officer
Idaho State Historical Society
2205 Old Penitentiary Road
Boise, ID 83712



Re: **STB Docket No. AB-6 (Sub-No. 468X)**
BNSF Railway Company – Abandonment Exemption – Kootenai County, Idaho

Dear Ms. Pengilly:

In approximately three weeks BNSF will be filing with the Surface Transportation Board (STB) a Petition for Exemption seeking authority to abandon or discontinue service of a 6.24-mile rail line beginning at milepost 6.1 at Post Falls and ending at milepost 12.34 at Coeur d'Alene. The line traverses United States Postal ZIP Codes 83814 and 83854 in Kootenai County, Idaho. Enclosed are environmental and historic reports describing the proposed action and any expected environmental or historic effects, as well as a map of the affected area.

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Sincerely,


Kristy D. Clark
General Attorney

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Enclosures as stated

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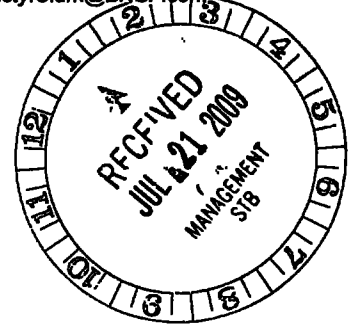
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Kristy.Clark@BNSF.com

July 17, 2009

Scott Clark
Director
Kootenai County Building and Planning Department
PO Box 9000
Coeur d'Alene, ID 83816-9000



**Re: STB Docket No. AB-6 (Sub-No. 468X)
BNSF Railway Company – Abandonment Exemption – Kootenai County, Idaho**

Dear Mr. Clark:

In approximately three weeks BNSF will be filing with the Surface Transportation Board (STB) a Petition for Exemption seeking authority to abandon or discontinue service of a 6.24-mile rail line beginning at milepost 6.1 at Post Falls and ending at milepost 12.34 at Coeur d'Alene. The line traverses United States Postal ZIP Codes 83814 and 83854 in Kootenai County, Idaho. Enclosed are environmental and historic reports describing the proposed action and any expected environmental or historic effects, as well as a map of the affected area.

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Sincerely,

Kristy D. Clark
General Attorney

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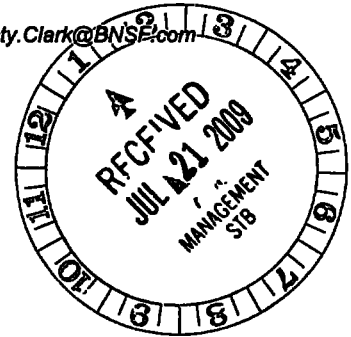
Enclosures as stated



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Kristy.Clark@BNSF.com



July 17, 2009

Brad Jordan
Commissioner
Coeur d'Alene Planning Commission
710 Mullan Avenue
Coeur d'Alene, ID 83814

Re: STB Docket No. AB-6 (Sub-No. 468X)
BNSF Railway Company – Abandonment Exemption – Kootenai County, Idaho

Dear Mr. Jordan:

In approximately three weeks BNSF will be filing with the Surface Transportation Board (STB) a Petition for Exemption seeking authority to abandon or discontinue service of a 6.24-mile rail line beginning at milepost 6.1 at Post Falls and ending at milepost 12.34 at Coeur d'Alene. The line traverses United States Postal ZIP Codes 83814 and 83854 in Kootenai County, Idaho. Enclosed are environmental and historic reports describing the proposed action and any expected environmental or historic effects, as well as a map of the affected area.

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General Attorney

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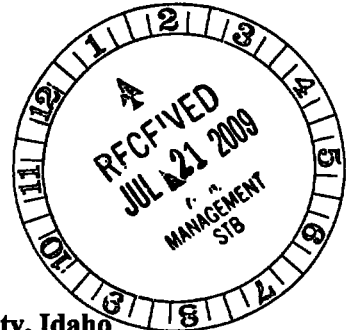
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Kristy.Clark@BNSF.com

July 17, 2009

Gary Cooper
District Manager - Coeur d'Alene District
Bureau of Land Management
3815 Schreiber Way
Coeur d'Alene, ID 83815



**Re: STB Docket No. AB-6 (Sub-No. 468X)
BNSF Railway Company – Abandonment Exemption – Kootenai County, Idaho**

Dear Mr. Cooper:

In approximately three weeks BNSF will be filing with the Surface Transportation Board (STB) a Petition for Exemption seeking authority to abandon or discontinue service of a 6.24-mile rail line beginning at milepost 6.1 at Post Falls and ending at milepost 12.34 at Coeur d'Alene. The line traverses United States Postal ZIP Codes 83814 and 83854 in Kootenai County, Idaho. Enclosed are environmental and historic reports describing the proposed action and any expected environmental or historic effects, as well as a map of the affected area.

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Sincerely,


Kristy D. Clark
General Attorney

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Enclosures as stated



Kristy D. Clark
General Attorney

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2500 Lou Menk Drive – AOB-3
Fort Worth, TX 76131-2828
817-352-3394
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Kristy.Clark@BNSF.com

July 17, 2009

Barbara Rice
Program Leader, Rivers Trails and Conservation Assistance Program
U.S. National Park Service, Pacific West Region
One Jackson Center 1111 Jackson Street, Suite 700
Oakland, CA 94607



Re: **STB Docket No. AB-6 (Sub-No. 468X)**
BNSF Railway Company – Abandonment Exemption – Kootenai County, Idaho

Dear Ms. Rice:

In approximately three weeks BNSF will be filing with the Surface Transportation Board (STB) a Petition for Exemption seeking authority to abandon or discontinue service of a 6.24-mile rail line beginning at milepost 6.1 at Post Falls and ending at milepost 12.34 at Coeur d'Alene. The line traverses United States Postal ZIP Codes 83814 and 83854 in Kootenai County, Idaho. Enclosed are environmental and historic reports describing the proposed action and any expected environmental or historic effects, as well as a map of the affected area.

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Sincerely,


Kristy D. Clark
General Attorney

KDC/so

Enclosures as stated



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General Attorney

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Fort Worth, TX 76161
2500 Lou Menk Drive – AOB-3
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Kristy.Clark@BNSF.com

July 17, 2009

Clifford Villa
Assistant Regional Counsel
U.S. Environmental Protection Agency - Region 10
1200 Sixth Avenue
Seattle, WA 98101



Re: STB Docket No. AB-6 (Sub-No. 468X)
BNSF Railway Company – Abandonment Exemption – Kootenai County, Idaho


Dear Mr. Villa:

In approximately three weeks BNSF will be filing with the Surface Transportation Board (STB) a Petition for Exemption seeking authority to abandon or discontinue service of a 6.24-mile rail line beginning at milepost 6.1 at Post Falls and ending at milepost 12.34 at Coeur d'Alene. The line traverses United States Postal ZIP Codes 83814 and 83854 in Kootenai County, Idaho. Enclosed are environmental and historic reports describing the proposed action and any expected environmental or historic effects, as well as a map of the affected area.

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Sincerely,


Kristy D. Clark
General Attorney

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Kristy D. Clark
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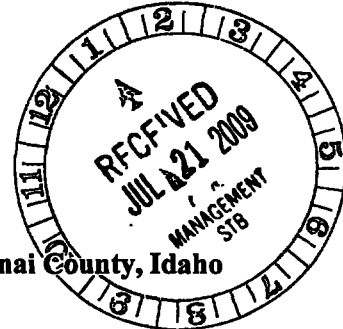
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817-352-3394
817-352-2397 fax

Kristy.Clark@BNSF.com

July 17, 2009

Idaho Department of Environmental Quality
PO Box 83720
Boise, ID 83706

Re: STB Docket No. AB-6 (Sub-No. 468X)
BNSF Railway Company – Abandonment Exemption – Kootenai County, Idaho



Dear Sirs :

In approximately three weeks BNSF will be filing with the Surface Transportation Board (STB) a Petition for Exemption seeking authority to abandon or discontinue service of a 6.24-mile rail line beginning at milepost 6.1 at Post Falls and ending at milepost 12.34 at Coeur d'Alene. The line traverses United States Postal ZIP Codes 83814 and 83854 in Kootenai County, Idaho. Enclosed are environmental and historic reports describing the proposed action and any expected environmental or historic effects, as well as a map of the affected area.

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Sincerely,


Kristy D. Clark
General Attorney

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Kristy D. Clark
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Kristy.Clark@BNSF.com



July 17, 2009

Jeff Burwell
State Conservationist
USDA - Natural Resources Conservation Service
9173 West Barnes Drive, Suite C
Boise, ID 83709-1574

Re: **STB Docket No. AB-6 (Sub-No. 468)**
BNSF Railway Company – Abandonment Exemption – Kootenai County, Idaho

Dear Mr. Burwell:

In approximately three weeks BNSF will be filing with the Surface Transportation Board (STB) a Petition for Exemption seeking authority to abandon or discontinue service of a 6.24-mile rail line beginning at milepost 6.1 at Post Falls and ending at milepost 12.34 at Coeur d'Alene. The line traverses United States Postal ZIP Codes 83814 and 83854 in Kootenai County, Idaho. Enclosed are environmental and historic reports describing the proposed action and any expected environmental or historic effects, as well as a map of the affected area.

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Sincerely,


Kristy D. Clark
General Attorney

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Enclosures as stated



Kristy D. Clark
General Attorney

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Kristy.Clark@BNSF.com

July 17, 2009

Mark Addy
District Conservationist
National Resources Conservation Service
7830 Meadowlark Way, Suite C-1
Coeur d'Alene, ID 83815



**Re: STB Docket No. AB-6 (Sub-No. 468X)
BNSF Railway Company – Abandonment Exemption – Kootenai County, Idaho**

Dear Mr. Addy:

In approximately three weeks BNSF will be filing with the Surface Transportation Board (STB) a Petition for Exemption seeking authority to abandon or discontinue service of a 6.24-mile rail line beginning at milepost 6.1 at Post Falls and ending at milepost 12.34 at Coeur d'Alene. The line traverses United States Postal ZIP Codes 83814 and 83854 in Kootenai County, Idaho. Enclosed are environmental and historic reports describing the proposed action and any expected environmental or historic effects, as well as a map of the affected area.

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General Attorney

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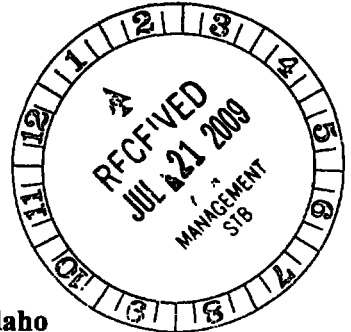
Kristy D. Clark
General Attorney

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Fort Worth, TX 76131-2828
817-352-3394
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Kristy.Clark@BNSF.com

July 17, 2009

Gregg Rayner
Regulatory Project Manager
Walla Walla District, U.S. Army Corps of Engineers
3815 Schreiber Way
Coeur d'Alene, ID 83815-8362



Re: STB Docket No. AB-6 (Sub-No. 468)
BNSF Railway Company – Abandonment Exemption – Kootenai County, Idaho

Dear Mr. Rayner:

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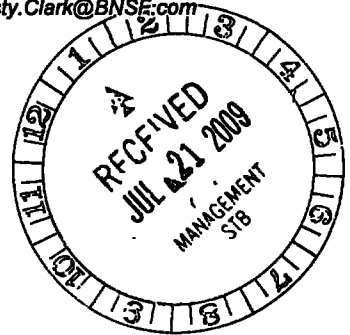
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Kristy.Clark@BNSF.com

July 17, 2009

Suzanne Audet
U.S. Fish and Wildlife Service Section 7 and Recovery Programs Branch Chief
Upper Columbia Fish and Wildlife Office
11103 East Montgomery Drive
Spokane Valley, WA 99206



Re: **STB Docket No. AB-6 (Sub-No. 468X)**
BNSF Railway Company - Abandonment Exemption - Kootenai County, Idaho

Dear Ms. Audet:

In approximately three weeks BNSF will be filing with the Surface Transportation Board (STB) a Petition for Exemption seeking authority to abandon or discontinue service of a 6.24-mile rail line beginning at milepost 6.1 at Post Falls and ending at milepost 12.34 at Coeur d'Alene. The line traverses United States Postal ZIP Codes 83814 and 83854 in Kootenai County, Idaho. Enclosed are environmental and historic reports describing the proposed action and any expected environmental or historic effects, as well as a map of the affected area.

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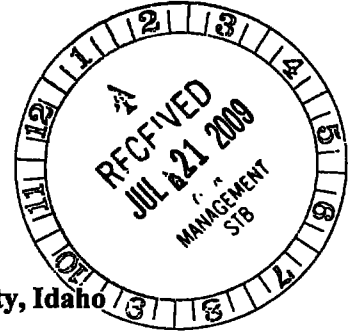
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Kristy.Clark@BNSF.com

July 17, 2009

Chip Corsi
Idaho Fish and Game Regional Office
2885 West Kathleen Avenue
Coeur d'Alene, ID 83815



Re: STB Docket No. AB-6 (Sub-No. 468X)
BNSF Railway Company – Abandonment Exemption – Kootenai County, Idaho

Dear Mr. Corsi:

In approximately three weeks BNSF will be filing with the Surface Transportation Board (STB) a Petition for Exemption seeking authority to abandon or discontinue service of a 6.24-mile rail line beginning at milepost 6.1 at Post Falls and ending at milepost 12.34 at Coeur d'Alene. The line traverses United States Postal ZIP Codes 83814 and 83854 in Kootenai County, Idaho. Enclosed are environmental and historic reports describing the proposed action and any expected environmental or historic effects, as well as a map of the affected area.

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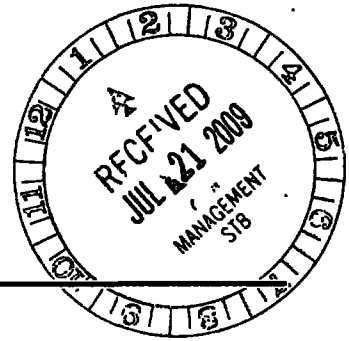
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Kristy D. Clark
General Attorney

KDC/so

Enclosures as stated

BEFORE THE
SURFACE TRANSPORTATION BOARD



BNSF RAILWAY COMPANY)
ABANDONMENT EXEMPTION)
IN KOOTENAI COUNTY, IDAHO)

DOCKET NO. AB-6
(SUB-NO. 468X)

ENVIRONMENTAL REPORT

BNSF RAILWAY COMPANY
2650 Lou Menk Drive
P.O. Box 96157
Fort Worth, TX 76161-0057

Kristy D. Clark
General Attorney
BNSF Railway Company
2500 Lou Menk Drive, AOB-3
Fort Worth, Texas 76131

ENTERED
Office of Proceedings
JUL 23 2009
Part of
Public Record

Service Date: July 16, 2009

ENVIRONMENTAL REPORT

(49 C.F.R. § 1105.7)

(1) Proposed Action and Alternatives. Describe the proposed action, including commodities transported, the planned disposition (if any) of any rail line and other structures that may be involved, and any possible changes in current operations or maintenance practices. Also describe any reasonable alternatives to the proposed action. Include a readable, detailed map and drawings clearly delineating the project.

BNSF Railway Company ("BNSF") proposes to abandon the 6.24-mile rail line located between Milepost 6.1, at Post Falls, and Milepost 12.34, at Coeur d'Alene, in Kootenai County, Idaho (the "Line"). A map of the project area is attached as Exhibit A.

Following is information on BNSF's salvage process as it relates to this project that should also be of use:

The referenced proposed abandonment will include the removal of the rails, ties and bridge, however, railroad right of way, ballast and culverts will remain in place.

The salvage process begins with the unbolting of the track materials or rails. With the use of specialized machinery placed on the railroad right of way, the rails and related steel (angle bars, tie plates, spikes, switches and any other metal parts) are removed. Next the wooden ties are raised from among the ballast with a tool designed for minimum disruption of ground material. The ties are separated into three groups as follows: (1) good quality ties that will be re-used in rail service, (2) landscape-quality ties that will be re-sold to lumber dealers for landscaping and (3) scrap ties. Scrap ties are loaded into railcars and shipped by BNSF to an EPA-approved disposal site.

The culverts, ballast and right of way will remain intact so as not to alter the prevailing waterflows along the line. In addition, BNSF salvage contractors are required to limit their activities to the width of the right of way and not to place fills or other material in water bodies, including inland waterways. When the salvage process is complete, waterflows in the area should not be disrupted.

Finally, road crossings are removed and remediated, then repaved with gravel, asphalt or concrete, as required by governing authority. Any signals are also dismantled and removed.

BNSF salvage work for abandonments is always performed by experienced rail material salvagers and is generally bid on the open market. Each salvage contract includes detailed information on any environmental or historical conditions imposed by the Section of Environmental Analysis of the Surface Transportation Board in their final decision. Completed work is independently inspected by a BNSF roadmaster (or equal representative) to ensure compliance with BNSF standards of quality and all contractual obligations, including SEA-imposed conditions, if applicable.

(2) Transportation System Describe the effect of the proposed action on regional or local transportation systems and patterns. Estimate the amount of traffic (passenger or freight) that will be diverted to other transportation systems or modes as a result of the proposed action.

There will be no passenger or freight traffic diverted to other transportation systems as a result of the proposed abandonment. There has been no overhead traffic on this line for many years and the last customer on the line, Stimson Lumber Company, closed its DeArmond Mill located on the Line on May 18, 2008.

(3) Land Use

(i) Based on consultation with local and/or regional planning agencies and/or review of the official planning documents prepared by such agencies, state whether the proposed action is consistent with existing land use plans. Describe any inconsistencies.

The proposed action is consistent with existing land use plans. BNSF contacted the Coeur d'Alene Planning Commission and the Kootenai County Building and Planning Department concerning the proposed abandonment.

City of Coeur D'Alene Attorney, Michael C. Gridley replied in a letter dated June 16, 2009 stating, "The plans for this area include expansion of higher education institutions and civic uses as well as private redevelopment. We are excited to have this property available for new uses that will benefit the community." [A copy of the letter is attached as Exhibit B.]

As of the date of this Environmental Report, the Kootenai County Building and Planning Department has not responded to our inquiry. [A copy of the letter is attached as Exhibit C.]

(ii) Based on consultation with the U.S. Soil Conservation Service, state the effect of the proposed action on any prime agriculture land.

Mark Addy, District Conservationist for the Natural Resources Conservation Service in Coeur d'Alene stated in a letter dated May 26, 2009, "I have gathered soil information for the above mentioned project and found that there are no prime agricultural lands within the area." [A copy of the letter is attached as Exhibit D.]

(iii) If any action affects land or water uses within a designated coastal zone, include the coastal zone information required by § 1105.9.

The proposed abandonment's area of potential effect is not located in a designated coastal zone.

(iv) If the proposed action is an abandonment, state whether or not the right-of-way is suitable for alternative public use under 49 U.S.C. § 10905 and explain why.

The right of way could be suitable for alternative public uses, however, such uses would be inconsistent with local land use plans. The city of Coeur d'Alene has in effect a Coeur d'Alene Education Corridor Master Plan that includes parks, trails, limited service, wholesale/retail, heavy commercial and residential development on the corridor after the Line is abandoned. The City's master plan is too large to be included here, however a copy can be found at www.nic.edu/board/edCorridor/masterPlan.pdf.

(4) Energy

(i) Describe the effect of the proposed action on transportation of energy resources.

The proposed abandonment will have no effect on the transportation of energy resources.

(ii) Describe the effect of the proposed action on recyclable commodities.

The proposed abandonment will not adversely affect movement or recovery of recyclable commodities.

(iii) State whether the proposed action will result in an increase or decrease in overall energy efficiency and explain why.

The proposed action will not result in an increase or decrease in overall energy

efficiency as there is no local or overhead traffic on the Line. The last customer, Stimson Lumber, ceased operations at the DeArmond Mill served by the Line on May 18, 2009.

(iv) If the proposed action will cause diversions from rail to motor carriage of more than:

(A) 1,000 rail carloads a year, or

(B) an average of 50 rail carloads per mile per year for any part of the affected line, quantify the resulting net change in the energy consumption and show the data and methodology used to arrive at the figure given.

The proposed abandonment will not result in a diversion of rail to motor carriage.

(5) Air

(i) If the proposed action will result in either:

(A) an increase in rail traffic of at least 100 percent (measured in gross ton miles annually) or an increase of at least eight trains a day on any segment of the line affected by the proposal, or

(B) an increase in rail yard activity of at least 100 percent (measured by carload activity), or

(C) an average increase in truck traffic of more than 10 percent of the average daily traffic or 50 vehicles a day on any affected road segment, quantify the anticipated effect on air emissions.

The proposed action will not result in meeting or exceeding the specified thresholds for increased rail or truck traffic as outlined in (i) (A), (B) or (C) above.

(ii) If the proposed action affects a class I or non-attainment area under the Clean Air Act, and will result in either:

(A) an increase in rail traffic of at least 50 percent (measured in gross ton miles annually) or an increase of at least three trains a day on any segment of rail line,

(B) an increase in rail yard activity of at least 20 percent (measured by carload activity), or

(C) an average increase in truck traffic of more than 10 percent of the average daily traffic or 50 vehicles a day on a given road segment, then state whether any expected increased emissions are within the parameters established by State Implementation Plan. However, for a rail construction under 49 U.S.C. § 10901 (or 49 U.S.C. § 10505) or a case involving the reinstitution of service over a previously abandoned line, only the three train a day threshold in this item shall apply.

The proposed action will not result in meeting or exceeding the specified thresholds in (ii) (A), (B) or (C) above.

(iii) If the transportation of ozone depleting materials (such as nitrogen oxide and Freon) is contemplated, identify: the materials and quantity; the frequency of service; safety practices (including any speed restrictions); the applicant's safety record (to the extent available) on derailments, accidents and spills; contingency plans to deal with accidental spills; and the likelihood of an accidental release of ozone depleting materials in the event of a collision or derailment.

The proposed abandonment will not affect the transportation of ozone depleting materials.

(6) Noise If any of the thresholds identified in item (5) (i) of this section are surpassed, state whether the proposed action will cause:

(i) an incremental increase in noise levels of three decibels Ldn or more; or

(ii) an increase to a noise level of 65 decibels Ldn or greater. If so, identify sensitive receptors (e.g. schools, libraries, hospitals, residences, retirement communities and nursing homes) in the project area and quantify the noise increase for these receptors if the thresholds are surpassed.

Not Applicable.

(7) Safety

(i) Describe any effects of the proposed action on public health and safety (including vehicle delay time at railroad crossings).

This abandonment should have no adverse effect on health or public safety.

There are eight active public at-grade crossings, five active private at-grade crossings and one public railroad undercrossing (at Interstate 95) on the Line.

(ii) If hazardous materials are expected to be transported, identify: the materials and quantity; the frequency of service; whether chemicals are being transported that, if mixed, could react to form more hazardous compounds; safety practices (including any speed restrictions); the applicant's safety record (to the extent available) on derailments, accidents and hazardous spills; the contingency plans to deal with accidental spills, and the likelihood of and accidental release of hazardous materials.

The abandonment will not result in the transportation of hazardous materials.

(iii) If there are any known hazardous waste sites or sites where there have been known hazardous material spills on the right-of-way, identify the location of those sites and the types of hazardous materials involved.

There are no known hazardous waste sites or sites where there have been known hazardous material spills on the right-of-way.

(8) Biological Resources

(i) Based on consultation with the U.S. Fish and Wildlife Service, state whether the proposed action is likely to adversely affect endangered or threatened species or areas designated as a critical habitat, and if so, describe the effects.

By letter dated May 18, 2009, BNSF contacted the U.S. Fish and Wildlife Service and the Idaho Fish and Game Regional Office in reference to this proposed abandonment. As of the date of this Environmental Report, neither agency has responded to our inquiry. [A copy of the letter is attached as Exhibit E.]

However, in response to our request for consultation with the U.S. Department of the Interior Bureau of Land Management, in a letter dated May 28, 2009, Field Manager Eric R. Thomson had the following responses: "1) there are no endangered or threatened species, wildlife sanctuaries or refuges, or areas designated as critical habitat adjacent to or near the line, and 2) thus, there are no effects from the proposed action." [A copy of the letter is attached as Exhibit F.]

(ii) State whether wildlife sanctuaries or refuges, National or State parks or forests will be affected, and describe any effects.

In a letter dated May 28, 2009, Field Manager Eric R. Thomson with the U.S. Department of the Interior Bureau of Land Management had the following responses: "1) there are no endangered or threatened species, wildlife sanctuaries or refuges, or areas designated as critical habitat adjacent to or near the line, and 2) thus, there are no effects from the proposed action." [A copy of the letter is attached as Exhibit F.]

(9) Water

(i) Based on consultation with State water quality officials, state whether the proposed action is consistent with applicable Federal, State or local water quality standards. Describe any inconsistencies.

In a letter dated June 11, 2009, Kreg Beck, Site Remediation Manager for the State of Idaho Department of Environmental Quality states "The Remediation Section of DEQ would inquire whether an assessment of the rail bed...has been performed. DEQ would prefer that a reconnaissance assessment of the rail bed and adjacent right of way be made on the proposed abandonment interval and that both a narrative report of materials historically shipped on this part of the line,

and a sampling and analyses report on materials that would likely to have been spilled or sprayed along the railroad right of way in this area, be presented to this office for review." [A copy of the letter is attached as Exhibit G.]

(ii) Based on consultation with the U.S. Army Corps of Engineers, state whether permits under Section 404 of the Clean Water Act (33 U.S.C. § 1344) are required for the proposed action and whether any designated wetlands or 100-year flood plains will be affected. Describe the effects.

By letter dated May 18, 2009, BNSF contacted the Walla Walla District, U.S. Army Corps of Engineers in reference to this proposed abandonment. As of the date of this Environmental Report, the Corps has not responded to our inquiry. [A copy of the letter is attached as Exhibit H.]

(iii) State whether permits under Section 402 of the Clean Water Act (33 U.S.C. § 1342) are required for the proposed action. (Applicants should contact the U.S. Environmental Protection Agency or the state environmental protection or equivalent agency if they are unsure whether such permits are required).

In a letter dated June 11, 2009, Kreg Beck, Site Remediation Manager for the State of Idaho Department of Environmental Quality states "The Surface Water Section of the Department of Environmental Quality (DEQ) has no comment on whether or not your abandonment actions will be consistent with State Water Quality Standards or whether you need Section 402 of NPDES permits to perform your proposed salvage activities." [A copy of the letter is attached as Exhibit G.]

By letter dated May 18, 2009 BNSF contacted the U.S. Environmental Protection Agency – Region 10, the U.S. Environmental Protection Agency – Idaho Operations Office and the Idaho Department of Environmental Quality. As of the date of this Environmental Report none of these agencies has responded to our

inquiry. A copy of the letter is attached for your reference. [A copy of the letter is attached as Exhibit I.]

(10) Proposed Mitigation. Describe any actions that are proposed to mitigate adverse environmental impacts, indicating why the proposed mitigation is appropriate.

BNSF does not expect any adverse environmental impact from the proposed abandonment and, therefore, sees no need for any mitigating actions. BNSF will, of course, consult (as required) with any recipients of this Environmental Report regarding appropriate mitigation actions and will comply with those mitigation actions required by the Board.

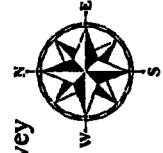
Exhibit A



STB Docket No.
AB-6 (Sub-No. 468X)

BNSF Line Segment 381
Milepost 6.10 to Milepost 12.34
Coeur d'Alene Branch
Kootenai County, Idaho

Base map – United States Geological Survey
Coeur d'Alene and Post Falls quadrangles
7.5-minute series



Map source date 1979/07/01
DRG Creation Date: 1997/04/09
DRG Coordinate System: UTM
DRG Datum: NAD27

Exhibit B



CITY OF COEUR D'ALENE

LEGAL DEPARTMENT

City Hall, 710 E. Mullan Avenue
Coeur d'Alene, Idaho 83814
(208)769-2348 – FAX (208)769-2349
Legal@cdaid.org
www.cdaid.org

June 16, 2009

Ms. Susan L. Odom
Manager Network Strategy
BNSF Railway Company
2500 Lou Menk Drive – AOB-3
Fort Worth, Texas 76131

RE: STB Docket No. AB-6 (Sub-No. 468X) – Abandonment Exemption Milepost 6.10 to Milepost 12.34 on BNSF Railway Company's Coeur d'Alene Subdivision in Kootenai County, Idaho

Dear Ms. Odom:

I am the city attorney for the city of Coeur d'Alene. Your letter of May 18, 2009 to Coeur d'Alene Planning Commission Chairman Brad Jordan has been referred to me for response.

The above referenced abandonment is consistent with Coeur d'Alene's existing land use plans. The plans for this area include expansion of higher education institutions and civic uses as well as private redevelopment. We are excited to have this property available for new uses that will benefit the community.

Please contact me if you need any additional information or comments. Thank you.

Very truly yours,

Michael C. Gridley
City Attorney

cc: Mr. Brad Jordan
Chairman, Coeur d'Alene Planning Commission
710 Mullan Ave.
Coeur d'Alene, ID 83814



Exhibit C

Susan Odom
Manager Network Strategy
BNSF Network Development

BNSF Railway Company
2500 Lou Menk Drive – AOB-3
Fort Worth, Texas 76131
tel 817-352-6432
fax 817-352-7154
email susan.odom@bnsf.com

May 18, 2009

Mr. Brad Jordan
Coeur d'Alene Planning Commission
710 Mullan Avenue
Coeur d'Alene, ID 83814

**Re: STB Docket No. AB-6 (Sub-No. 468X) – Abandonment Exemption
Milepost 6.10 to Milepost 12.34 on BNSF Railway Company's Coeur d'Alene
Subdivision in Kootenai County, Idaho**

Dear Mr. Jordan:

BNSF Railway Company ("BNSF") anticipates filing, within the next 2 months, a Petition for Exemption seeking Surface Transportation Board ("STB") authority in the above-referenced docket to abandon 6.24 miles of railroad line between Milepost 6.10 and Milepost 12.34 on BNSF's Coeur d'Alene Subdivision in Kootenai County, Idaho. The line between Milepost 6.10 and Milepost 8.90 will be converted to industry track and the line between Milepost 8.9 and Milepost 12.34 will be salvaged.

As part of the environmental report, BNSF is required to contact your committee to determine if the proposed abandonment is consistent with existing land use plans. If applicable, please describe any inconsistencies.

Your assessment and comments are respectfully requested. For your reference a map of the subject railroad line is attached. Please provide your response to me at the address above, if at all possible, by June 15, 2008. You may contact me by email or phone with any questions or concerns. Thank you in advance for your time and contribution.

Sincerely,

Susan L. Odom
Manager Network Strategy

Enclosure as stated

cc via email: Kristy Clark – BNSF – kristy.clark@bnsf.com
Karl Morell – Ball Janik LLP – kmorell@bjllp.com
Dennis Eytcheson – BNSF – dennis.eytcheson@bnsf.com

cc via USPS: Mr. Michael C. Gridley
City Attorney
City of Coeur d'Alene, ID
710 East Mullan Avenue
Coeur d'Alene, ID 83814 ;

Exhibit D

United States Department of Agriculture



Natural Resources Conservation Service
7830 Meadowlark Way, Suite C-1
Coeur d'Alene, ID 83815
Phone: 208-762-4939
Fax: 208-762-9859

May 26, 2009

Susan Odom
Manager Network Strategy
2500 Lou Menk Drive-AOB-3
Fort Worth, Texas 76131

Re: STB Docket No. AB-6 (sub-No. 468X) Abandonment Exemption Milepost 6.10 to Milepost 12.34 on BNSF Railway Company's Coeur d'Alene Subdivision in Kootenai County, Idaho.

Dear Ms. Odom:

As per your request, I have gathered soil information for the above mentioned project and found that there are no prime agricultural lands within the area. Enclosed is a soil report for your reference.

Sincerely,

A handwritten signature in black ink, appearing to read "Mark Addy", is written over the typed name.

Mark Addy
District Conservationist

Enclosure

Helping People Help the Land

An Equal Opportunity Provider and Employer



Exhibit E

Susan Odom
Manager Network Strategy
BNSF Network Development

BNSF Railway Company
2500 Lou Menk Drive – AOB-3
Fort Worth, Texas 76131
tel 817-352-8432
fax 817-352-7154
email susan.odom@bnsf.com

May 18, 2009

Ms. Suzanne Audet
U.S. Fish and Wildlife Service
Section 7 and Recovery Programs Branch Chief
Upper Columbia Fish and Wildlife Office
11103 East Montgomery Drive
Spokane Valley, WA 99206

Mr. Chip Corsi
Idaho Fish and Game
Regional Office
2885 West Kathleen Avenue
Coeur d'Alene, ID 83815

**Re: STB Docket No. AB-6 (Sub-No. 468X) – Abandonment Exemption
Milepost 6.10 to Milepost 12.34 on BNSF Railway Company's Coeur d'Alene
Subdivision in Kootenai County, Idaho**

Dear Ms. Audet and Mr. Corsi:

BNSF Railway Company ("BNSF") anticipates filing, within the next 2 months, a Petition for Exemption seeking Surface Transportation Board ("STB") authority in the above-referenced docket to abandon 6.24 miles of railroad line between Milepost 6.10 and Milepost 12.34 on BNSF's Coeur d'Alene Subdivision in Kootenai County, Idaho. The line between Milepost 6.10 and Milepost 8.90 will be converted to industry track and the line between Milepost 8.9 and Milepost 12.34 will be salvaged.

As part of the requisite environmental report, BNSF needs to know: 1) whether or not there are any endangered or threatened species, wildlife sanctuaries or refuges, or areas designated as critical habitat adjacent to or near the line, and 2) if so, what effects the proposed action may have on same.

For your reference I have attached a map of the subject railroad line as well as a species and habitat list from the USFWS Web site. Following is information on BNSF's salvage process as it relates to this project that should also be of use:

The referenced proposed abandonment will include the removal of the rails, ties and bridges however, railroad right of way, ballast and culverts will remain in place.

The salvage process begins with the unbolting of the track materials or rails. With the use of specialized machinery placed on the railroad right of way, the rails and related steel (angle bars, tie plates, spikes, switches and any other metal parts) are removed. Next the wooden ties are raised from among the ballast with a tool designed for minimum disruption of ground material. The ties

continued

are separated into three groups as follows: (1) good quality ties that will be re-used in rail service, (2) landscape-quality ties that will be re-sold to lumber dealers for landscaping, and (3) scrap ties. Scrap ties are loaded into railcars and shipped by BNSF to an EPA-approved disposal site.

The bridges, culverts and right of way will remain intact so as not to alter the prevailing waterflows along the line. In addition, BNSF salvage contractors are required to limit their activities to the width of the right of way and not to place fills or other material in water bodies, including inland waterways. When the salvage process is complete, waterflows in the area should not be disrupted.

Finally, road crossings are removed and remediated, then repaved with gravel, asphalt or concrete, as required by governing authority. Any signals are also dismantled and removed.

BNSF salvage work for abandonments is always performed by experienced rail material salvagers and is generally bid on the open market. Each salvage contract includes detailed information on any environmental or historical conditions imposed by the Section of Environmental Analysis of the Surface Transportation Board in their final decision. Completed work is independently inspected by a BNSF roadmaster (or equal representative) to ensure compliance with BNSF standards of quality and all contractual obligations, including SEA-imposed conditions, if applicable.

Please provide your assessment and comments to me at the address above, if at all possible, by June 15, 2009. You may contact me by email or phone with any questions or concerns.

Thank you in advance for your time and contribution.

Sincerely,

Susan L. Odom
Manager Network Strategy

Enclosure as stated

cc via email: Kristy Clark – BNSF – kristy.clark@bnsf.com
Karl Morell – Ball Janik LLP – kmorell@bjllp.com
Dennis Eytcheson – BNSF – dennis.eytcheson@bnsf.com

cc via USPS: U.S. Fish and Wildlife Service
Region 1 Office of Regional Director
911 Northeast 11th Avenue
Portland, OR 97232-4181

Exhibit F



United States Department of the Interior
BUREAU OF LAND MANAGEMENT
Coeur d'Alene Field Office
3815 Schreiber Way
Coeur d'Alene, Idaho 83815



In Reply Refer To:
2000 (IDC010)

MAY 28 2009

BNSF Railway Company
Attention: Susan L. Odom
2500 Lou Menk Drive – AOB – 3
Fort Worth, Texas 76131

Re: STB Docket No. AB-6 (Sub-No. 468X) – Abandonment Exemption Milepost 6.10 to Milepost 12.34 on BNSF Railway Company's Coeur d'Alene Subdivision in Kootenai County, Idaho

Dear Ms. Odom:

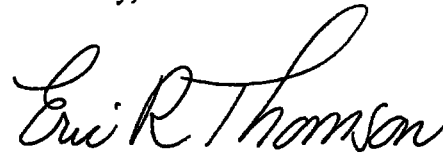
On behalf of Mr. Gary Cooper, I am responding as the Field Manager in charge of this particular project for the Bureau of Land Management (BLM). For efficiency purposes, future correspondence can be sent directly to me at the same address as noted in the above letterhead.

In reference to your intention to file a Petition for Exemption with the Surface Transportation Board, we offer the following comments regarding the environmental report requisite. On behalf of the United States, the BLM only recognizes a federal interest in the section of BSNF track approximately between Milepost 10.96 and Milepost 12.21. This particular section is all that is left of the original right-of-way (ROW) issued under the 1875 Railroad Act from the Department of Interior to BNSF. The United States is considered the underlying servient estate holder of the ROW. That portion of your subject railway line proposed for petitioning to STB, is a 200 foot wide by 1.25 miles long corridor and is shown in red on the attached map. This is the only portion of the segment you reference in your May 18, 2009 letter which BLM can comment on.

As to your specific environmental questions we have the following responses: 1) there are no endangered or threatened species, wildlife sanctuaries or refuges, or areas designated as critical habitat adjacent to or near the line, and 2) thus, there are no effects from the proposed action.

I would greatly appreciate receiving any future correspondence (copies) involving this case relative to your efforts with the STB. In advance, thank you for your consideration regarding this matter. Should you have additional questions please contact me at (208) 769-5030 or via my email address: eric_thomson@blm.gov.

Sincerely,

A handwritten signature in black ink that reads "Eric R. Thomson". The signature is written in a cursive, flowing style.

Eric R. Thomson
Field Manager

1 Enclosure:
1 – map (1 p)

cc:
Gary Cooper (IDC000)



Exhibit G

STATE OF IDAHO
DEPARTMENT OF
ENVIRONMENTAL QUALITY

2110 Ironwood Parkway • Coeur d'Alene, Idaho 83814 • (208) 769-1422

C.L. "Butch" Otter, Governor
Toni Hardesty, Director

June 11, 2009

Susan Odom, Manager of Network Strategy
BNSF Railway Company
2500 Lou Menk Drive - AOB-3
Ft. Worth, Texas 76131

Subject: STB Docket No. AB-6 (Sub-No. 469X) - Abandonment Exemption Milepost 6.10 to Milepost 12.34 on BNSF Railway Company's Coeur d'Alene Subdivision in Kootenai County, Idaho- Department of Environmental Quality, Coeur d'Alene.

Dear Ms. Odom:

This letter is in response to your May 18, 2009 letter asking for environmental information related to the abandonment of rail line between mileposts 8.9 and 12.34 in Coeur d'Alene.

The Surface Water Section of the Department of Environmental Quality (DEQ) has no comment on whether or not your abandonment actions will be consistent with state water quality standards or whether you need Section 402 of NPDES permits to perform your proposed salvage activities.

The Remediation Section of DEQ would inquire whether an assessment of the rail bed in the proposed abandonment section has been performed. DEQ would prefer that a reconnaissance assessment of the rail bed and adjacent right of way be made on the proposed abandonment interval and that both a narrative report of materials historically shipped on this part of the line, and a sampling and analyses report on materials that would likely to have been spilled or sprayed along the railroad right of way in this area, be presented to this office for review.

Thank you for the chance to comment on the proposed abandonment. Please contact me at (208) 666-4604 if you have any questions on the above-mentioned DEQ concerns.

Sincerely,

A handwritten signature in cursive script that reads "Kreg Beck".

Kreg Beck
Site Remediation Manager
kreg.beck@deq.idaho.gov

c: Dan Redline and Tom Herron, DEQ-CDA



Exhibit H

Susan Odom
Manager Network Strategy
BNSF Network Development

BNSF Railway Company
2500 Lou Menk Drive – AOB-3
Fort Worth, Texas 76131
tel 817-352-6432
fax 817-352-7154
email susan.odom@bnsf.com

May 18, 2009

Mr. Gregg Rayner
Regulatory Project Manager
Walla Walla District, U.S. Army Corps of Engineers
3815 Schreiber Way
Coeur d'Alene, ID 83815-8362

**Re: STB Docket No. AB-6 (Sub-No. 468X) – Abandonment Exemption
Milepost 6.10 to Milepost 12.34 on BNSF Railway Company's Coeur d'Alene
Subdivision in Kootenai County, Idaho**

Dear Mr. Rayner:

BNSF Railway Company ("BNSF") anticipates filing, within the next 2 months, a Petition for Exemption seeking Surface Transportation Board ("STB") authority in the above-referenced docket to abandon 6.24 miles of railroad line between Milepost 6.10 and Milepost 12.34 on BNSF's Coeur d'Alene Subdivision in Kootenai County, Idaho. The line between Milepost 6.10 and Milepost 8.90 will be converted to industry track and the line between Milepost 8.9 and Milepost 12.34 will be salvaged.

As part of the requisite environmental report, BNSF needs to know: 1) whether or not Section 404 permits will be required for the performance of salvage activity, and 2) if the proposed abandonment will affect any 100-year floodplains or any designated wetlands. Your assessment and comments are respectfully requested. In addition, if it is your determination that floodplains will be affected please furnish, if available, 8½" x 11" black and white maps of each designated floodplain area. Please note: **BNSF does not anticipate any potential impacts to waters of the U.S. as a result of the proposed abandonment.**

For your reference a map of the subject railroad line is attached. Following is information on BNSF's salvage process as it relates to this project that should also be of use:

The referenced proposed abandonment will include the removal of the rails, ties and bridges however, railroad right of way, ballast and culverts will remain in place.

The salvage process begins with the unbolting of the track materials or rails. With the use of specialized machinery placed on the railroad right of way, the rails and related steel (angle bars, tie plates, spikes, switches and any other metal parts) are removed. Next the wooden ties are raised from among the ballast with a tool designed for minimum disruption of ground material. The ties are separated into three groups as follows: (1) good quality ties that will be re-used in rail service, (2) landscape-quality ties that will be re-sold to lumber dealers for landscaping and (3) scrap ties. Scrap ties are loaded into railcars and shipped by BNSF to an EPA-approved disposal site.

continued

The culverts, ballast and right of way will remain intact so as not to alter the prevailing waterflows along the line. In addition, BNSF salvage contractors are required to limit their activities to the width of the right of way and not to place fills or other material in water bodies, including inland waterways. When the salvage process is complete, waterflows in the area should not be disrupted. Finally, road crossings are removed and remediated, then repaved with gravel, asphalt or concrete, as required by governing authority. Any signals are also dismantled and removed.

BNSF salvage work for abandonments is always performed by experienced rail material salvagers and is generally bid on the open market. Each salvage contract includes detailed information on any environmental or historical conditions imposed by the Section of Environmental Analysis of the Surface Transportation Board in their final decision. Completed work is independently inspected by a BNSF roadmaster (or equal representative) to ensure compliance with BNSF standards of quality and all contractual obligations, including SEA-imposed conditions, if applicable.

Please provide your assessment and comments to me at the address above, if at all possible, by June 15, 2009. You may contact me by email or phone with any questions or concerns.

Thank you in advance for your time and contribution.

Sincerely,

Susan L. Odom
Manager Network Strategy

Enclosure as stated

cc via email: Kristy Clark – BNSF – kristy.clark@bnsf.com
Karl Morell – Ball Janik LLP – kmorell@bjllp.com
Dennis Eytcheson – BNSF – dennis.eytcheson@bnsf.com



Exhibit I

Susan Odom
Manager Network Strategy
BNSF Network Development

BNSF Railway Company
2500 Lou Menk Drive – AOB-3
Fort Worth, Texas 76131
tel 817-352-6432
fax 817-352-7154
email susan.odom@bnsf.com

May 18, 2009

Mr. Clifford J. Villa
Assistant Regional Counsel
U.S. Environmental Protection Agency
Region 10
1200 Sixth Avenue
Seattle, WA 98101

Mr. James Wernitz
Director, Idaho Operations Office
U.S. Environmental Protection Agency
1435 North Orchard Street
Boise, ID 83706

ID Department of Environmental Quality
PO Box 83720
Boise, ID 83706

Mr. Tom Herron
Water Quality Manager
DEQ Coeur d'Alene Regional Office
2110 Ironwood Parkway
Coeur d'Alene, ID 83814

**Re: STB Docket No. AB-6 (Sub-No. 468X) – Abandonment Exemption
Milepost 6.10 to Milepost 12.34 on BNSF Railway Company's Coeur d'Alene
Subdivision in Kootenai County, Idaho**

Dear Sirs:

BNSF Railway Company ("BNSF") anticipates filing, within the next 6 months, a May 18, 2009 seeking Surface Transportation Board ("STB") authority in the above-referenced docket to abandon 6.24 miles of railroad line between Milepost 6.10 and Milepost 12.34 on BNSF's Coeur d'Alene Subdivision in Kootenai County, Idaho. The line between Milepost 6.10 and Milepost 8.90 will be converted to industry track and the line between Milepost 8.9 and Milepost 12.34 will be salvaged.

As part of the requisite environmental report, BNSF needs to know: 1) whether or not this action will be consistent with Federal, State or local water quality standards, and 2) whether or not Section 402 and/or National Pollutant Discharge Elimination System ("NPDES") permits are required for performance of the salvage activity described below. Please note: **BNSF anticipates the proposed abandonment should not disturb more than one (1) acre of land.**

For your reference I have attached a map of the subject railroad line. Following is information on BNSF's salvage process as it relates to this project that should also be of use:

The referenced proposed abandonment will include the removal of the rails, ties and bridges however, railroad right of way, ballast and culverts will remain in place.

The salvage process begins with the unbolting of the track materials or rails. With the use of specialized machinery placed on the railroad right of way, the rails and related steel (angle bars, tie plates, spikes, switches and any other metal parts) are removed. Next the wooden ties are raised from among the ballast with a tool designed for minimum disruption of ground material. The ties

continued

are separated into three groups as follows: (1) good quality ties that will be re-used in rail service, (2) landscape-quality ties that will be re-sold to lumber dealers for landscaping, and (3) scrap ties. Scrap ties are loaded into railcars and shipped by BNSF to an EPA-approved disposal site.

The bridges, culverts and right of way will remain intact so as not to alter the prevailing waterflows along the line. In addition, BNSF salvage contractors are required to limit their activities to the width of the right of way and **not** to place fills or other material in water bodies, including inland waterways. When the salvage process is complete, waterflows in the area should not be disrupted.

Finally, road crossings are removed and remediated, then repaved with gravel, asphalt or concrete, as required by governing authority. Any signals are also dismantled and removed.

BNSF salvage work for abandonments is always performed by experienced rail material salvagers and is generally bid on the open market. Each salvage contract includes detailed information on any environmental or historical conditions imposed by the Section of Environmental Analysis of the Surface Transportation Board in their final decision. Completed work is independently inspected by a BNSF roadmaster (or equal representative) to ensure compliance with BNSF standards of quality and all contractual obligations, including SEA-imposed conditions, if applicable.

Please provide your assessment and comments to me at the address above, if at all possible, by June 15, 2009. You may contact me by email or phone with any questions or concerns.

Thank you in advance for your time and contribution.

Sincerely,

Susan L. Odom
Manager Network Strategy

Enclosure as stated

cc via email: Kristy Clark – BNSF – kristy.clark@bnsf.com
Karl Morell – Ball Janik LLP – kmorell@bjllp.com
Dennis Eytcheson – BNSF – dennis.eytcheson@bnsf.com

cc via USPS: U.S. Fish and Wildlife Service
Region 1 Office of Regional Director
911 Northeast 11th Avenue
Portland, OR 97232-4181

**BEFORE THE
SURFACE TRANSPORTATION BOARD**

BNSF RAILWAY COMPANY)	
ABANDONMENT EXEMPTION)	DOCKET NO. AB-6
IN KOOTENAI COUNTY, IDAHO)	(SUB-NO. 468X)

HISTORIC REPORT

BNSF RAILWAY COMPANY
2650 Lou Menk Drive
P.O. Box 96157
Fort Worth, TX 76161-0057

Kristy D. Clark
General Attorney
BNSF Railway Company
2500 Lou Menk Drive, AOB-3
Fort Worth, Texas 76131

Service Date:
July 16, 2009

HISTORIC REPORT

(49 C.F.R. § 1105.8)

(1) Proposed Action and Alternatives. Describe the proposed action, including commodities transported, the planned disposition (if any) of any rail line and other structures that may be involved, and any possible changes in current operations or maintenance practices. Also describe any reasonable alternatives to the proposed action. Include a readable, detailed map and drawings clearly delineating the project.

BNSF Railway Company ("BNSF") proposes to abandon the 6.24-mile rail line located between Milepost 6.1, at Post Falls, and Milepost 12.34, at Coeur d'Alene, in Kootenai County, Idaho (the "Line").

Following is information on BNSF's salvage process as it relates to this project that should also be of use:

The referenced proposed abandonment will include the removal of the rails, ties and bridge, however, railroad right of way, ballast and culverts will remain in place.

The salvage process begins with the unbolting of the track materials or rails. With the use of specialized machinery placed on the railroad right of way, the rails and related steel (angle bars, tie plates, spikes, switches and any other metal parts) are removed. Next the wooden ties are raised from among the ballast with a tool designed for minimum disruption of ground material. The ties are separated into three groups as follows: (1) good quality ties that will be re-used in rail service, (2) landscape-quality ties that will be re-sold to lumber dealers for landscaping and (3) scrap ties. Scrap ties are loaded into railcars and shipped by BNSF to an EPA-approved disposal site.

The culverts, ballast and right of way will remain intact so as not to alter the prevailing waterflows along the line. In addition, BNSF salvage contractors are required to limit their activities to the width of the right of way and not to place fills or other material in water bodies, including inland waterways. When the salvage process is complete, waterflows in the area should not be disrupted.

Finally, road crossings are removed and remediated, then repaved with gravel, asphalt or concrete, as required by governing authority. Any signals are also dismantled and removed.

BNSF salvage work for abandonments is always performed by experienced rail material salvagers and is generally bid on the open market. Each salvage contract includes detailed information on any environmental or historical conditions imposed by the Section of Environmental Analysis of the Surface Transportation Board in their final decision. Completed work is independently inspected by a BNSF roadmaster (or equal representative) to ensure compliance with BNSF standards of quality and all contractual obligations, including SEA-imposed conditions, if applicable.

HISTORIC REPORT

- 1. A U.S.G.S. topographic map (or an alternate map drawn to scale and sufficiently detailed to show buildings and other structures in the vicinity of the proposed action) showing the location of the proposed action, and the locations and approximate dimensions of railroad structures that are 50 years old or older and are part of the proposed action.***

The required topographic map is attached to this Report as Exhibit A.

2. *A written description of the right-of-way (including approximate widths, to the extent known), and the topography and urban and/or rural characteristics of the surrounding area*

The subject Line extends approximately 6.24 miles between Milepost 6.1, at Post Falls, and Milepost 12.34, at Cocur d'Alene, in Kootenai County, Idaho. The right of way is generally between 60 feet and 200 feet in width and contains approximately 28 acres of federally granted right of way between Milepost 10.96 and Milepost 12.21.

Beginning at Milepost 6.1 the Line passes through approximately one mile of light industrial small warehouses and workshops. Continuing in an east-southeasterly direction it passes new residential developments and additional light industrial and commercial properties, moving closer to the Spokane River as it turns more southerly. Beginning in Huetter the Line closely parallels the river with new commercial and residential development growing along either side of the Line. Entering the City of Cocur d'Alene, the Line passes through an education corridor that includes Lewis-Clark State College, University of Idaho and North Idaho College before ending at Mullan Drive. The railroad grade is relatively flat and the surrounding landscape is heavily treed where there is no development.

3. *Good quality photographs (actual photographic prints, not photocopies) of railroad structures on the property that are 50 years old or older and of the immediately surrounding area.*

Photographs are attached as Exhibit B.

4. *The date(s) of construction of the structure(s), and the date(s) and extent of any major alterations, to the extent such information is known.*

- Bridge 7.61 is a wood structure, 16 feet long and three feet high that crosses a dry ditch. It was originally constructed in 1955 and has six 10"x18"x16" stringers and

two 14"x14"x14" caps. BNSF has no record of any major alterations made to the bridge.

5. *A brief narrative history of carrier operations in the area, and an explanation of what, if any, changes are contemplated as a result of the proposed action.*

The Chicago, Milwaukee, St. Paul and Pacific Railroad (MILW) acquired various parts of the right of way between 1875 and 1958. The MILW went bankrupt in 1980 and the former Burlington Northern Railroad (BN) purchased former MILW trackage at Coeur d'Alene in 1981. In 1995 the former BN merged with The Atchison Topeka & Santa Fe Railway (ATSF) to become The Burlington Northern and Santa Fe Railway (BNSF). In 2005 BNSF changed its name to BNSF Railway Company

The Coeur d'Alene & Spokane Railway purchased other parts of the right of way in 1903 but the company was absorbed into the Spokane & Inland Empire Railway just three years later. Between 1906 and 1917 additional right of way was acquired and in 1919 the Spokane & Inland Empire was split into the Spokane & Eastern Railway and the Inland Empire Railway. In 1927 both former railroads were purchased by the Great Northern Railway (GN) and operated as the Spokane, Coeur d'Alene and Palouse Railway. The railroads were merged into GN in 1943. GN was merged into BN in 1970. BN and ATSF merged in 1996 to become The Burlington Northern and Santa Fe Railway Company (BNSF). BNSF changed its name to BNSF Railway Company in 2005.

BNSF intends to sell the right of way after it is abandoned. The right of way will be used to expand the region's education corridor and for private redevelopment.

6. ***A brief summary of documents in the carrier's possession, such as engineering drawings, that might be useful in documenting a structure that is found to be historic.***

Documents in BNSF's possession concerning this abandonment may include alignment maps showing the right-of-way and/or station maps. These documents are too large for practical reproduction in this report, but can be furnished upon request.

7. ***An opinion (based on readily available information in the railroad's possession) as to whether the site and/or structures meet the criteria for listing on the National Register of Historic Places (36 CFR 60.4), and whether there is a likelihood of archeological resources or any other previously unknown historic properties in the project area, and the basis for these opinions (including any consultations with the State Historic Preservation Office, local historical societies or universities).***

By letter dated June 25, 2009, BNSF contacted the Idaho State Historic Preservation Office, a division of the Idaho State Historical Society. As of the date of this Historic Report, the office has not responded to our inquiry. [A copy of the letter is attached as Exhibit C.]

8. ***A description (based on readily available information in the railroad's possession) of any known prior subsurface ground disturbance or fill, environmental conditions (naturally occurring or manmade) that might affect the archeological recovery of resources (such as swampy conditions or the presence of toxic wastes), and the surrounding terrain.***

The Line was disturbed during original construction by cuts and fill and any archaeological resources that may have been located in the proposed project area would have been affected at that time. Our records do not indicate any environmental conditions that might affect the archaeological recovery of resources.

9. ***Within 30 days of receipt of the historic report, the State Historic Preservation Officer may request the following additional information regarding specific non railroad owned properties or groups of properties immediately adjacent to the railroad right-of-way: photographs of specified properties that can be readily seen from the railroad right-of-way (or other public rights-of-way adjacent to the property) and a written description of any previously discovered archeological sites, identifying the location and type of the site (i.e. prehistoric or native American).***

If any additional information is requested, BNSF will promptly supply the necessary information.

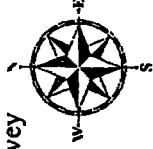
Exhibit A



STB Docket No.
AB-6 (Sub-No. 468X)

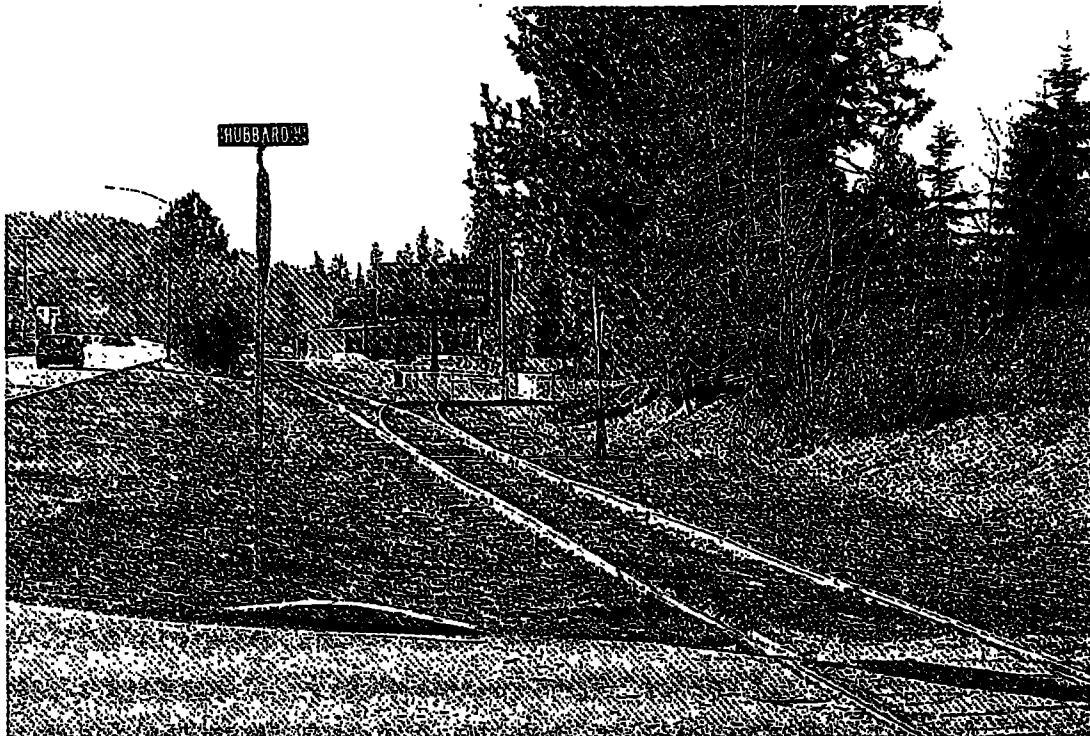
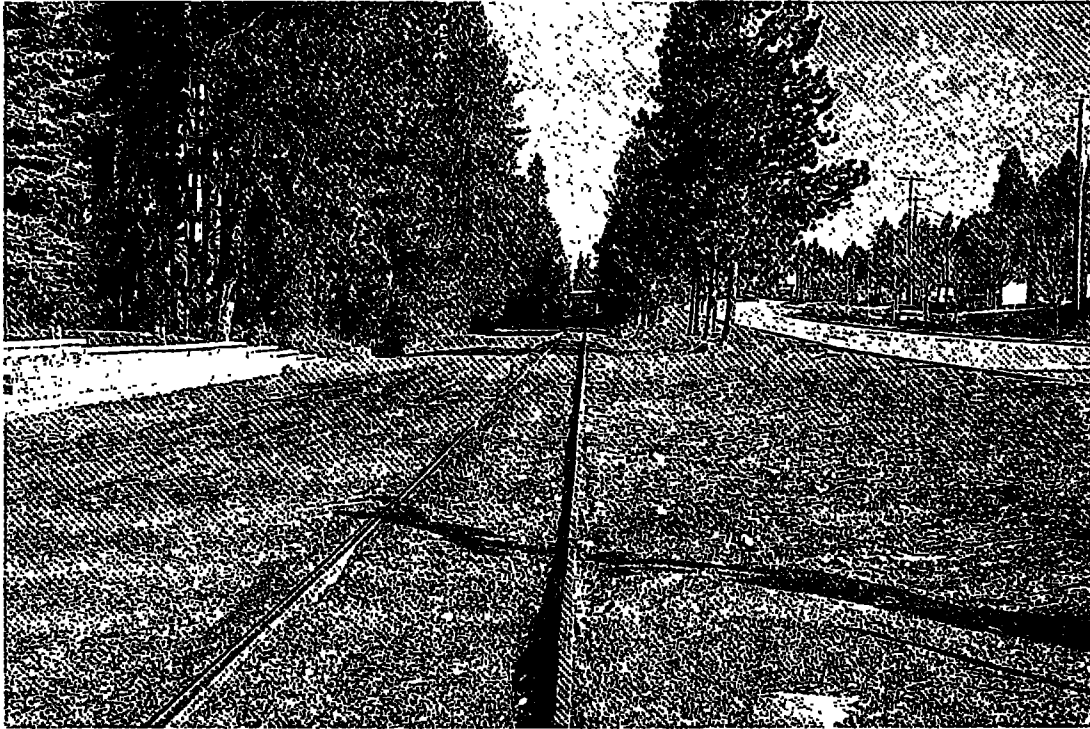
BNSF Line Segment 381
Milepost 6.10 to Milepost 12.34
Coeur d'Alene Branch
Kootenai County, Idaho

Base map - United States Geological Survey
Coeur d'Alene and Post Falls quadrangles
7.5-minute series



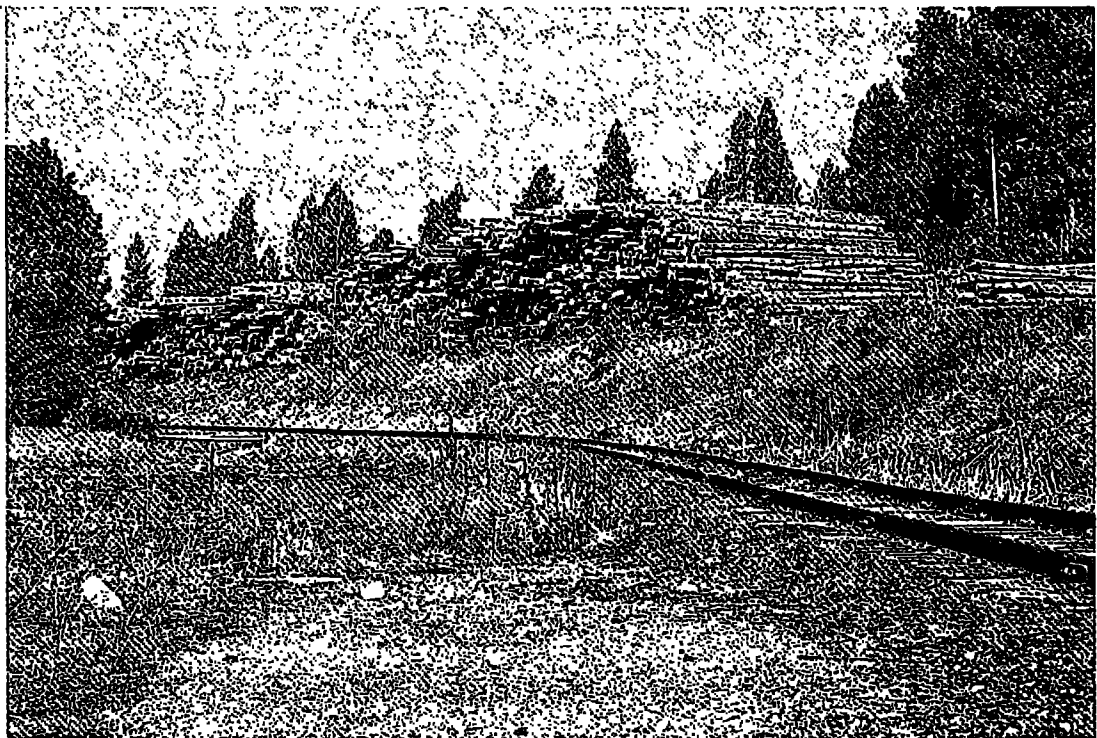
Map source date 1979/07/01
DRG Creation Date: 1997/04/09
DRG Coordinate System: UTM
DRG Datum: NAD27

Exhibit B









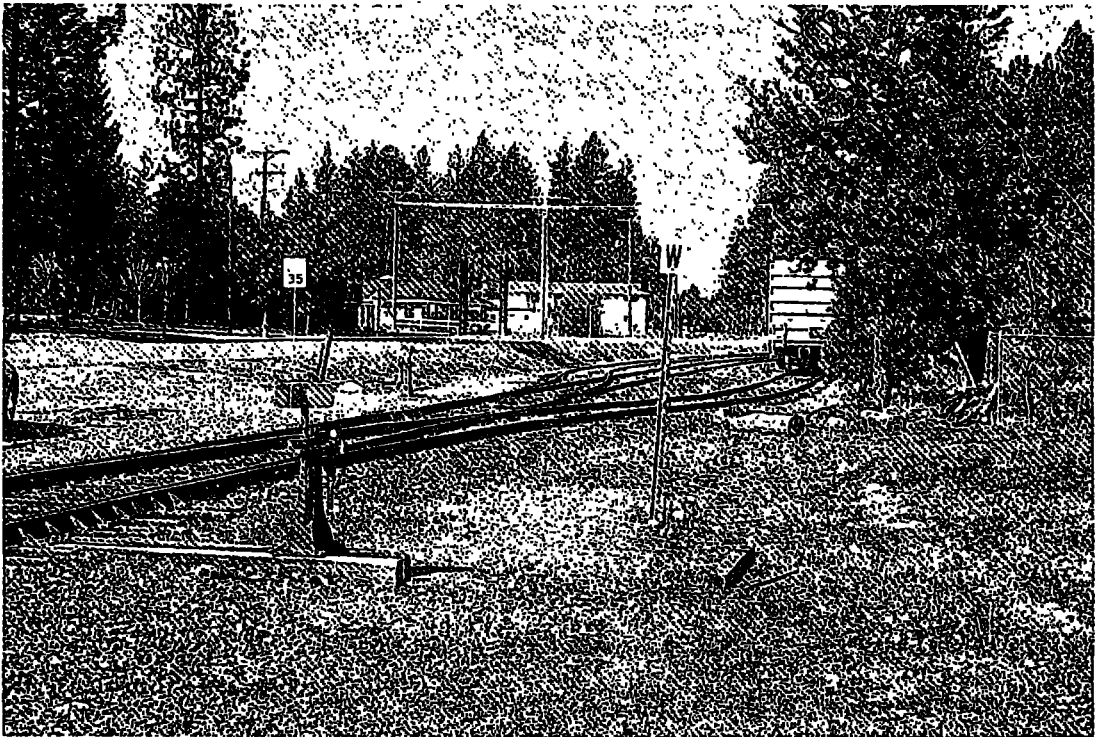






Exhibit C

Susan Odom
Manager Network Strategy
BNSF Network Development

BNSF Railway Company
2500 Lou Menk Drive – AOB-3
Fort Worth, Texas 76131
tel 817-352-6432
fax 817-352-7154
email susan.odom@bnsf.com

June 25, 2009

Ms. Susan Pengilly
Compliance Coordinator and
Deputy State Historic Preservation Officer
Idaho State Historical Society
2205 Old Penitentiary Road
Boise, ID 83712

**Re: STB Docket No. AB-6 (Sub-No. 468X) – Abandonment Exemption
Milepost 6.10 to Milepost 12.33 on BNSF Railway Company's Coeur d'Alene
Subdivision in Kootenai County, Idaho**

Dear Suzi:

BNSF Railway Company ("BNSF") anticipates filing, within the next 2 months, a Petition for Exemption seeking Surface Transportation Board ("STB") authority in the above-referenced docket to abandon 6.24 miles of railroad line between Milepost 6.10 and Milepost 12.34 on BNSF's Coeur d'Alene Subdivision in Kootenai County, Idaho. The line between Milepost 6.10 and Milepost 8.90 will be converted to industry track and the line between Milepost 8.9 and Milepost 12.34 will be salvaged.

The STB has authorized BNSF to initiate consultation with the SHPO in order to fulfill its obligations under Section 106 of the National Historic Preservation Act of 1966. Please address all correspondence related to this project to Victoria Rutson (address below) and copy me.

Ms. Victoria Rutson
Chief, Section of Environmental Analysis
Surface Transportation Board
395 E Street S.W.
Washington, DC 20423-0001

The area of potential effect is a portion of BNSF Railway's right of way between Post Falls and Coeur d'Alene, ID. It begins at a point 0.46-mile west of Ross Point Road in Post Falls and ends at a point 0.30-mile south of Lincoln Way in Coeur d'Alene.

BNSF knows of no historic properties existing in the immediate area. There is one bridge on the line that is older than 50 years. Traversing a ditch, the wood bridge is located at milepost 7.61 near Post Falls. It was built in 1955 and is 16 feet long, three feet high with six 10"x18"x16" stringers and two 14"x14"x14" caps. Photos will be included in our historic report.

For your reference I have attached a map of the subject railroad line. As info, this is an extension of the line BNSF abandoned in 2006 under STB Docket No. AB-6 (Sub-No. 441) assessed by your office on April 21, 2006.

continued

Following is information on BNSF's salvage process as it relates to this project that should also be of use:

The referenced proposed abandonment will include the removal of the rails, ties and bridge however, railroad right of way, ballast and culverts will remain in place.

The salvage process begins with the unbolting of the track materials or rails. With the use of specialized machinery placed on the railroad right of way, the rails and related steel (angle bars, tie plates, spikes, switches and any other metal parts) are removed. Next the wooden ties are raised from among the ballast with a tool designed for minimum disruption of ground material. The ties are separated into three groups as follows: (1) good quality ties that will be re-used in rail service, (2) landscape-quality ties that will be re-sold to lumber dealers for landscaping and (3) scrap ties. Scrap ties are loaded into railcars and shipped by BNSF to an EPA-approved disposal site.

The culverts, ballast and right of way will remain intact so as not to alter the prevailing waterflows along the line. In addition, BNSF salvage contractors are required to limit their activities to the width of the right of way and **not** to place fills or other material in water bodies, including inland waterways. When the salvage process is complete, waterflows in the area should not be disrupted.

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Please provide your assessment and comments to me at the address above, if at all possible, by July 30, 2009. You may contact me by email or phone with any questions or concerns. Thank you in advance for your time and contribution.

Sincerely,

Susan L. Odom
Manager Network Strategy

Enclosure as stated

cc via email: Kristy Clark – BNSF – kristy.clark@bnsf.com
Karl Morell – Ball Janik LLP – kmorell@bjllp.com
Dennis Eytcheson – BNSF – dennis.eytcheson@bnsf.com